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FOR PRESIDENT, BENJAMIN HARRISON, of Indiana. FOR VICE-PRESIDENT, WHITELAW REID, of New York.

THE treatment of American pork abroad does not interest the Democratic party in Texas. They are having too much trouble with their own Hogg.

IF free elections and fair counting had prevailed in Tennessee the past dozen years the State would not now be th scene of bloodshed and lawlessness.

THE clearing-house returns afford no consolation for the calamityite, the volume of clearings last week, outside of New York, being 9.3 per cent. in excess of those of the corresponding week of last year, which were phenomenally large.

Business men in New York are not wanting clerks who frequent poolrooms, and in order to know the names of those who go to such places private detectives are employed. The discovery of this fact has diminished the at-

As might have been expected, the first move of the School Board, after becoming a political body, was to reduce woman's salary. Look out next for a reduction of the pay of female teachers and the employment of more men in the schools. This is the regulation political method.

THE bank-clearings last week were over a billion dollars. If the stipends and salaries of all wage-earners were reduced to the level of other countries the vast river of commercial transaction which they now represent would shrink like a mountain stream in mid-

THE time for the arbitration of labor troubles between employers and employes is before the relation has been broken. After the latter have gone out on strike, thus throwing up their jobs, they stand on the footing of strangers and there is nothing to arbitrate. The strike is the deadly enemy of arbitra-

WHEN the conservative Democratic aspirant for office in South Carolina stigmatizes the Democratic Governor as "a public blackguard and liar," offers him "the satisfaction of a gentleman," and announces that he will declare him a public coward if he does not demand that satisfaction, it may be said that the canvass has assumed a personal tinge.

ONE of the most valuable achieve ments of this working administration in proving to the world that we sell wholesome meats. This has been done by a combination of skillful diplomacy abroad and government inspection of meats at home. Four years ago there were several European countries that maintained an embargo against American pork and beef. Now there is not

Texas has two Democratic parties since the State convention. That which claims to be the regular organization and had a majority of the delegates renominated Governor Hogg, repudiated the Chicago platform and practically adopted the platform of the Weaver party. The bolting convention declared that its action was necessary to preserve the principles of the Democratic party. It looks like a lively campaign.

LIVELY Mr. Labouchere is likely to prove a thorn in Mr. Gladstone's flesh. "Labby" is not angry because he was not made a member of the new Cabinet; oh, no: but, all the same, he indulges in some pointed remarks. "In the composition of the Cabinet," Labouchere says, "Mr. Gladstone has scarcely consulted his political lieutenants, and the premiership is now practically a commission, the commissioners being Mr. and Mrs. Gladstone, their daughter, Mrs. Drew, their son Herbert, Mr. Arnold Morley and Sir Algernon West, with the result that the administration is entirely composed of the old gang and their spawn." People on this side of the water may expect to have a good deal of fun out of the editor of Truth and his sharp pen before the home-rule fight is over.

THE somewhat notorious Judge Bod-Wichita, made things unpleasant for Jerry Simpson. He declared that there was a man in the audience who had said that in Kansas "men are selling their honor, women their virtue, and the children are becoming criminals and outcasts for bread." When his name was demanded, Bodkin named "Jerry Simpson." Jerry was called upon to not After the meeting Simpson said | than any other. Combining the princi- | and Philadelphia are willing to go

that the remark was applied to Boston and New York, but Bedkin insisted that he could produce the letter and show that it was written in reply to a request for an article on the condition of his (Simpson's) constituents, and if he could not he would make a public apology. The excited crowd threatened Simpson with violence, but Bookin interfered and Jerry was taken away by his friends. This looks as though Simpson may find canvassing the district very disagreeable.

ONE IRON HALL LESSON. Whether the theories upon which the Iron Hall did business are sound or not has nothing to do with one of the conclusions at which everybody who is following the present investigation has already arrived, namely, that there is too much "supreme" about it. Embracing a membership of tens of thousands, doing business in a score of States, and taking the money of its membership upon promises of return with large interest, the organization has been in the hands of a very few persons, who had autocratic power. True, it has a constitution, but the "supremes" have set it aside on several occasions, notably when one of the general meetings which it provided for was not held. Year after year it went on doing business or making promises without having its affairs rigidly investigated by experts representing State authority. Its "supremes" made official statements which have always been of the most cheering character, but there has been no relentless and skilled agent representing the sovereignty which gave it corporate existence to go through its assets to see if the money and securities which it claimed were as represented, if the money was safely invested, if the bonds and other evi dences of property possessed the values claimed for them, and if the funds which it held were sufficient to meet its pledges. In most States the laws require such an annual investigation of the affairs of insurance companies doing business under the old methods, and it much more important that an institution doing an insurance business upon a new plan should be rigidly investigated every year by experts selected by the State. There has been nothing of the kind. The "supremes" have been literally supreme, and the funds intrusted to their care have been used, according to their own admissions, for purposes not contemplated by the organization. In several States, with similar organizations, the Iron Hall has come into collision with State officials, and has undertaken to everride them by attempts to bribe Legislatures. Without experience in the intricate details of banking, the "supremes" purchased a failed State bank charter and have over \$700,000 of the money of the patrons of the Iron Hall tied up therein, which will be much less sum when it comes into possession of the contributors. A rigid inspection and a proper charter would have prevented such a rash experiment. A rigid inspection by experts, such as the State should enforce upon similar institutions, would have presented the Iron Hall in its true light years ago, and, if inherently weak in its policy, would have closed up its affairs and put an end to taking the hard-earned money

of thousands for which no adequate return can be made. The State which grants charters is under obligation to the people to see that those who enjoy them are not using them to make contracts they cannot keep and are not engaged in illegitimate ventures. The supervision of such institutions by the State should be so intelligent and effective that no person could entertain doubts regarding them. Because there has been nothing of the kind relative to the affairs of the Iron Hall, thou sands will probably lose money, and with it confidence in rational life insur-

It is not the purpose of the Journal to impugn the motives of the "supremes." They doubtless did what they believed to be the best; but the investigation has shown their lack of business capacity and experience to manage a great institution on the supreme basis—a fact which the State should have exposed years ago.

PROFIT-SHARING IN BAILBOAD BUSINES

It was stated in the Journal, a few of the Big Four and Chesapeake & Ohio railroad companies, would discuss the labor problem in his forthcoming annual report, and would say:

In railway management the question seems to be how to make a fair return to investors while rates are continually going down and wages are increasing. A large portion of the time of your officers and managers is taken up meeting, and consulting, and discussing with the organized bodies of labor on the road the question of wages, etc. Your directors would recommend to the stockholders to consider the plan of establishing a community of interests with the employes. If the company has arrived at a financial position, as your directors think it has, when it can safely expected to earn its fixed charges and a surplus, they would recommend that the surplus be equitably divided with the employes. For instance, if your capital is \$60,000,000 and the wages the employes in the year amount to 5,000,000, let that be the rate of division. If your surplus earnings are \$650,000 a year t would be 1 per cent. for the stockholders and 1 per cent. to the employes. An employe, then, who had served for the entire year without accident caused by his own negligence would receive his 1 per cent. upon the amount of his pay. As the earnings of the company increase the percentage will be still larger. In any event, the employes would still receive regular compensation, and would also share to some extent in whatever prosperity the company had. Wherever this has been tried in man-

ufacturing companies it has worked well, and has also been successfully adopted on one of the French railways. It may be regarded as an interesting indication of the trend of public sentiment on this question when one of the most intelligent and progressive railroad presidents in the country makes elements of the labor problem, and a commendable disposition to search for a solution of it that will harmonize with the principles of justice and right. It ought to be the desire of all parties to reach such a solution, for no other can be satisfactory or lasting. The profitsharing system, if fairly applied and honorably adhered to, seems to offer a come up and defend himself, but did better prospect of satisfactory results after all, if the citizens of New York

ple of fixed wages with that of a pro | crawling about the long miles of their rata interest in the net earnings of the business, it seems to furnish a middle ground on which labor and capital can stand and work in harmony.

We are not sure that Mr. Ingalls is exactly correct in saying that"wherever profit-sharing has been tried in manufacturing companies it has worked well." It has tailed in some cases, but the failures have been due either to mismanagement or to the unfairness or greed of one or both parties to the arrangement. Wherever the experiment has been fairly, intelligently and honestly tried

in manufacturing it has succeeded. Profit-sharing has been tried successfully on more than one railroad. The Paris & Orleans Railway Company practiced it for twenty-one years, and only abandoned it when the road was consolidated with others in such a way as to make its further use impracticable. In March, 1844, the stockholders of this company at a general meeting adopted a rule that "after the payment of expenses and the assignment of 8 per cent. to the shareholders, there shall be deducted from the year's surplus, if any, 15 per cent.; this amount shall be distributed by the board of directors among the employes of the company, according to principles to be determined by regulations which shall be submitted for approval at the next general meeting." Under the regulations adopted in 1845 the employes were divided into classes, according to rank and pay, and every individual in each class received, in addition to his salary or wages, a pro rata share of the 15 per cent. deducted from the net earnings. This system, with some modifications, lasted twenty-one years with very satisployes participating in the dividend increased until, in 1882, there were 16,935. The aggregate amount divided among the employes from 1844 to 1883 was about \$14,000,000.

The Louis of Hesse railway, in Germany, is operated on the profit-sharing plan, as is also the Suez Canal Company. M. Ferdinand de Lesseps is on record as saying: "The plan maintains a complete solidarity between the company and its employes. These form one family. Every day the telegraph indicates the receipts of the day before, and all are happy when the amount has been increased."

About five years ago the stockholders of the Toledo, Ann Arbor & North Michigan Railroad Company, of which ex-Congressman Hon. James M. Ashley is president, adopted the profit-sharing system, but the Journal is not advised whether it is still in force. There is no doubt as to the entire practicability of a salutary influence. the system in the largest business enterprises. If Mr. Ingalls can secure its adoption by the companies he represents he may be instrumental in promoting a reform of great value in the labor world.

LACK OF ENTERPRISE IN BIG CITIES. The lack of enterprise shown by Eastern cities in adopting modern improvements in the way of rapid transit is source of amazement to the wide-awake Westerner. In the new cities of the far West the horse or mule as a motive power for street-cars is practically unknown, the cable system or electricity being used from the start. It is naturally easier, of course, to establish these methods originally than to substitute them for systems already in use, and for this reason few towns and cities are found east of the Mississippi in which the horse car is not still the prevailing vehicle of public transit. This is the more noticeable the further east one goes, though many cities are adopting the electric system as rapidly as possible. Boston has largely reconstructed its lines. Oddly enough, however, New York and Philadelphia are still far behind the times in this respect, and violent opposition is raised at every fresh movement to get rid of the old and slow methods. In both cities particular animosity is shown toward the trolley system, the newspapers publishing terrifying and sensational stories without number telling of the danger this system offers to life and limb. The impression is conveyed that where electric cars. are in operation large numbers of people are killed and maimed daily, and that the dropping of wires, "with lightning streaming from their broken ends," upon days ago, that M. E. Ingalls, president | the heads of helpless citizens is a daily occurrence. As a matter of fact, rapid transit through the public streets by any power whatever is a source of more or less danger to people who get in the way of the cars, and this danger must be accepted as a feature of the improvement, or the hope of rapidity must be abandoned. Comparatively few accidents have happened on the trolley lines in this city, and these in nearly every case were owing to the carelessness of the persons injured. The citizens, at all events, are so well pleased with the trolley that they are anxious for its extension to other streets. New York and Philadelphia "kickers" advocate a delay until the storage battery or other better system is perfected or invented. There is no doubt that improvements will be made and the trolley system sooner or later be supplanted, but it is the nineteenth-century idea to utilize the advantages at hand, and this makes the opposition to so good an invention as the trolley the more surprising and unaccountable in the two largest cities of the country. Westerners look with wonder not unmingled with contempt upon great cities which placidly endure the slow-going horse-car and oppose a substitute. Harper's Weekly, which objects to the trolley, has in this week's issue an editorial calling attention to the benefits afforded by the open cars to residents who seek an hour's outing. such a suggestion as the foregoing. It It confesses, though, that the extra trafkin, of Kansas, at a soldiers' reunion at | shows a clear appreciation of the basic | ficis death to the car horses, the mortality among them being frightful, and expresses a hope that some swifter and better motor may eventually be provided. It speaks with some favor of the cable system, but why cable cars should be less dangerous than the electric it does

cities when they might be carried swiftly and comfortably it is their own lookout, and outsiders have no reason to complain. But they will smile.

THE OVERLOOKED ARBITRATION LAW.

It has just been discovered that we have a national arbitration law for the settlement of railroad strikes, passed by the Fiftieth Congress and approved Oct. 1, 1888, by the then President Cleveland. It is based upon the provisions of the Constitution giving Congress jurisdiction over interstate commerce the application of which has been greatly extended since the people of this country discovered that they constitute a nation. This law authorizes the creation of boards of arbitration or commissions for the settlement of controversies and differences between railroads and other common carriers engaged in interstate commerce and their employes. It further provides that if either party applies for arbitration the other side must accept the overture, and the finding of the board must be accepted by both as binding. The board shall consist of a disinterested arbitrator, selected by each party, and the third selected by the two. The law further provides that the decision shall be enforced, if necessary, by the military arm of the United States. The board possesses the power to administer oaths, compel the attendance of witnesses and require the presentation of papers and reports which may have a bearing upon the case. This is a very important law, and the wonder is that it has been forgotten by most people and by the leaders on both sides of railroad strikes. It may be said that such terference with the rights of the railroad managers and employes. Such would be the case if any legislative body should undertake to compel either party to a strike, like that at Homestead, to accept the decision of an official board of arbitration. But railroad corporations stand in a different relation to the people, because, by their charters, they are granted special favors and in return special obligations are imposed upon them. They owe service to the public, and if that service is interrupted cities, towns, and even States suffer loss. This being the case, the law proceeds on the theory that the government, representing the people, has a right to step in and constitute tribunal which shall return a verdict, which the military arm of the Nation must enforce. One or two settlements of disputes by such a tribunal, backed by such a power, would be likely to have

A DANGEROUS PRECEDENT.

The suing of a railroad company by an Indiana citizen for \$15,000 damages to himself for injuries inflicted upon his wife after that lady had recovered \$8,-000 on her own account, throws a new light upon the increasing consequence of women, and will doubtless afford deep joy to the professional champions of Woman and her Cause. They will argue that when a court holds, and a soulless corporation concedes, that a woman is worth to herself \$8,000, her importance is immediately increased in the eyes of her husband, and an added valuation is placed upon her services to him. The reformers may possibly not regard the recovery by the busband of \$15,000 as a matter to rejoice over in itself, but they will hope that he may get it because of farreaching results. For, of course, it will follow that when a husband has proved that his wife's attentions and labor in his interest are worth to him \$15,000 in cash for a few months, a precedent is established that will fix such valuations in other cases. If this Indiana man succeeds in getting \$15,000 for the six months during which his wife was unable to attend to her household duties, what is to hinder other wives from rising in their might and demanding of their respective husbands that they be recompensed for their labors on a like scale? No longer will they be content with a grudging allowance of \$5 this month and \$10 next, accompanied by growls over their extravagance. Their toil rates higher than that, for have not the courts said so, and shall they not demand their rights? Being reasonable, they may not demand the full \$15,000 when the husband's income will not permit of that amount, but they can be depended on to figure out their proportionate share. The Indiana man does not consider what trouble he is in a fair way to make for other married men. He should be persuaded to reduce his claim.

UNITED STATES SENATOR WARREN, of Wyoming, where women vote, is a firm believer in woman suffrage. This year they will vote for President for the first time. Senator Warren says: "The woman voter has been subjected to great many jokes. She has been a target for the newspaper paragraphist and the magazine writer. Nevertheless. believe the day is coming when every State will see the injustice and disadvantage of political rights because of

A CORRESPONDENT who fills several col umns of a Chicago paper with an account of the Republican meeting and speaking at Springfield, a few days ago, says: "What occurred at the dinner given by Governor Fifer to Mr. Reid and the managers of Illinois politics can only be surmised from rumor." It is a poor correspondent who cannot furnish an exact and particular, if not truthful, account of a private dinner party at which he was not present. truly able o respondent possesses imagina-

THE directors of the Columbian World's Fair have finally decided to offer the souvenir half-dollar coins for sale at the uniform rate of \$1 each, with the exception of certain ones which are expected to bring more. These are the coin first minted, the 400th, the 1,492d, the 1,892d, and the last one minted. These will be held for special bids. It is evident the directors do not intend to let any of the profits of this operation get away from them.

not explain, nor why one propelled by a REAR ADMIRAL AMMEN is the inventor of storage battery should be less likely a payal ram which is now being constructthan any other to run over a man. But, ed and is expected to prove a formidable engine of destruction. The correct pronunciation of Rear Admiral Ammen's ram

is about as good a test of strict sobriety as "truly rural."

To the Editor of the Indianapolis Journal: Was Alexander Hamilton, author of the Consti-tution of the United States, a protectionist?

Hamilton was one of the framers and ablest expounders of the Constitution, but others assisted as well in framing it. He was a protectionist. At the first session of the second Congress a resolution was adopted, pursuant to the recommendation of Washington, instructing the Secretary of the Treasury, then Alexander Hamilton, to prepare and report a plan "for the encouragement and promotion of such manufactures as will tend to render the United States independent of other nations for essential supplies." Under this resolution Hamilton prepared and submitted a report which has always been regarded as a complete and exhaustive argument in favor of protection. He agreed on this subject with Washington, Madison and other leading statesmen of that day.

> BUBBLES IN THE AIR Patriotic.

"Don't say 'hain't,' child," said Mrs. Nurox to her daughter: "say 'ain't.' Do you want folks to think you're English?"

Born Here. "So you want to get on the police force, chi Where are your naturalization papers?" "At the health office, I guess."

Puzzled Him. N. Peck-Of course, I understand that the Mc Kinley bill does its own talking; but how should it have such a masculine name in that case as

It Works Both Ways. Vickars-Why don't you have your poetry type-written! You can get a much better idea of how it will look in print. Wickars-Certainly. But so can the editors.

What Shortened the Trip. "Why, hello, old man! I thought you intended to make your European trip last a year." "I did, but my wife found a new fashion gowns in Paris and hurried home to be the first

The Philosophy of It. Yabsley-Don't you think you could live at less expense if you paid board by the week in-

stead of by the meal? Mudge-Yes, I suppose I could; but it's a hear easier to pay for one meal than for twenty-one

ABOUT PEOPLE AND THINGS.

BISMARCK used to spell his name without the "c." German usage, in words having a similar ending, sanctioning either form of

A NOVEL feature of the Springfield (Mass.) street-car system is the letting of electric cars to parties who wish to hire. The price is \$2 an hour.

THE only surviving child of Robert Ful ton, the inventor of the steamboat, is said to be living in Poughkeepsic, mother of Rev. Robert Fulton Cray, of that city. SAMUEL SLOAN, the millionaire railroad

president, has a dislike for type-writers. human and mechanical, and writes all his letters in autograph with a large gold pen. THE Czar is never lonely on his splendid yacht, the Polar Star, as he earries a crew of three hundred men who are selected from the best sources in the imperial fleet. MR. WHITTIER will publish a new volume of verse in the autumn with the title. "At Sundown." His last volume was "St. Gregory's Guest," which appeared in

"HYMNS Ancient and Modern." need in Episcopal chur ches, has had a sale of fifty million. It was first issued in 1861. N other hymn-book has equaled it in circula-

PROF. WALLACE, of Edinburgh, tells the British Association, in session at London. that, according to his belief, the American wheat trade with Europe is yet in its in-

DR. BLYDEN, the Liberian minister to England, is six feet high, of coal-black complexion and an intelligent appearance, He became minister for the Black Republic

THE Rev. Dr. Osgood, of Cohasset, Mass. has been pastor of a church in that city for fifty years. He was called to the church upon his graduation from the Harvard Divinity School.

EUGENE KELLEY, the New York banker to whom the Pope has given the Monorary appointment of "Guardian of the Cope and Sword," landed from Ireland with \$3. Ten million is now about his size. He is seven-

It is said that Mme. Patti and other women of high standing on the stage pre serve most carefully the boots they wore at their debut, which they consider lucky to have about on the first nights of engagements forever after. "OUIDA" never writes at a table, but

simply sits in a low chair with an inkstand beside her and a blotter on her knee, with sheets of manuscript strewn about the floor, each page containing very few words, so extraordinarily large is her hand-

SAYS Rev. Dr. Henry M. Field: "Back in 1865, when brother Cyrus was talking continually about and planning how to lay the Atlantic cable, his wife said to him one night: 'Well, Cyrus, I do wish that cable was in the bottom of the sea.' So do I,' was the reply.'

It is announced that on the occasion of the episcopal jubilee of the Pope, next year, there will be 700 priestly pilgrims from the United States, besides many hundreds from other parts of North America and from South America, attended by numerous bishops and archbishops. They are expected to reach Rome in April.

THE invitation that President Harrison will receive to attend the Columbian festivities in New York in October will be a work of art. It will be an eilluminated vellum document prepared in the style of the fifteenth century, and will be sent to the President inclosed in a carved casket

BEN BUTLER is said to be sadly bent with age. His face has the look of health but his massive frame has become an unmistakable burden. His bands move unsteadily, while his eyes appear swollen and almost hidden by the thick fold of flesh or his cheeks. But his head is clear as a bell, and at seventy-four there is no shrewder lawyer or politician in New England.

A FRENCH perfumer has been making tests of California roses, and discovered that they possess 20 per cent, more of the volatile oil than the French roses. This means the development of a new industry for California. The French perfume factories of the town of Grasse alone give employment to 5,000 persons. It is said 50 cents per pound is paid for some flowers.

THERE IS a patient and industrious man named Rila Kittridge, of Belfast, Me., who is putting Mr. Gladstone's great speeches on postal cards, which he sends to the Grand Old Man. On some of the cards he manages to get 20,000 words. Mr. Gladstone is himself addicted to the postal-card habit, but when he gets some of these missives. he must feel that he has the disease in a very mild form.

SIR EDWIN ARNOLD has just finished writing a Japanese drama for a London manager, to be put on the stage in Japanese costume. He is credited with reading "a romantic section of the play" to an interviewer and then making this speech: "I have put ma lot of coloring and plenty of singing and dancing girls. In fact, I am an old hand at the drama and I shall put in what Tennyson left out. I am offered \$5,000 for the play."

ENGLAND has had thirty-one Prime Ministers under the rule of the House of Hanover, ten of whom have held the office twice, and two-Earl Derby and Mr. Gladstone-three times. Gladstone is now entering upon his fourth term, thus break-

ing the record. At the same time he break another record by taking the office when nearly eighty-three years old, no other Premier ever having been appointed at such an advanced age.

JUSTIN MCCARTHY is a gray-haired, bushybearded, mild-mannered little gentleman, who wears spectacles. He is gifted with much energy, being a politician; an editorial writer, a novelist and a historian. He is profoundly courteous, and his Parlia-

mentary colleagues are said to lament his

"distressing want of native ferocity." OBJECTOR HOLMAN

Has Not Advanced a Step in Thirty Years-Deceitful Way with Claimants. O. O. Stealey, in Washington Post.

I must say that he is the most remarksble man, in some respects. I ever knew or heard of. While he is a man of ability, yet, strange to say, he has stood stock still in his tracks for the last thirty years. He made his appearance in the Thirty-sixth Congress, and with one exceptional term has served continuously. Yet in all this time he has not advanced one single step. Since he came into Congress the changes have been extraordinary and progression marvelous. The country has doubled its population, and the enterprise and ingenuity of man have produced phenomenal and magnificent results.

When he came to Congress Washington was a mud-hole town, and now it is a splendid and beautiful city. Whe he first came to Congress the Bine book was printed in pamphlet form; now it is published in two large volumes, each volume containing a thousand pages. The expenditures of the government have increased from thousands to millions. Everything has advanced, and on every side the grand army of progress is tramping down obstacles that a few years ago looked insurmountable. Yet Mr. Holman does not see this, but stands still. When he sits at the head of the appropriation committee table he does not realize what a big country this is, and what a great and powerful government he is to make provision for. He thinks that a government with 65,000,000 of people can be conducted at the same expense as a government with half that number. His vision is so clouded with what has been that he cannot see what is. He obof the past, and wraps himself up in his own primitive originality, and objects to everything that takes a dollar out of the

I have known him to stand on the floor of the House and fight for hours to defeat the claim of some poor devil for a few hundred dollars when he knew, from his personal examination of the evidence and from the report of the claims committee. that it was a just and honest claim and should be paid. Of course, he has in his time beaten many raids on the treasury, but the fault of Mr. Holman is his total lack of discrimination and his utter ignorance of knowing when and how to do the fair thing for the country and the claimant. He goes on the principle of "false in one, false in all," and does not allow merit the smallest lodging place in his judgment. He regards all who speak to him in favor of a claim or an appropriation with anenicion. He either thinks they are paid brists or persons who are trying to sw the government. baracteristic is His most remarks the kind and affect to "object" to their those begging him n. claims. If it is a man he puts his arm in his and says: "Now, tell me all about your claim and I will think it over." While the man is telling him Holman is dragging him along up and down the corridors and a stranger would suppose that an interesting "cake-walk" was in progress. When the man has concluded his story, tired out by the exercise he has been put through, Holman slaps him on the back and says: "I do not see why your bill should not pass. Of course it should pass; come and see me again," and darts into the

The man goes away encouraged at the prospect. Holman goes away and never thinks of the bill again until it comes up in the House, and then he objects, or else has some new convenient member to make the objection for him.

If the claimant is a lady, he is as polite as a "basket of chips," profuse is his promises and earnest in his professions of sympathy. He says: "My dear madam, I am surprised that your bill has not passed long ago. I really thought it had. I must see about this. Oh, yes! I will attend to it. Come and see me again. Oh, no. I shall not forget it.! And he does not forget it, for that bill shares the same objectionable fate of the millions gone before.

An Opposition Party.

The only chance the Democratic party has of making a record at all is by opposing something. Their entire record is an "against" rec-

The party was against restricting slavery and their opposition resulted in the repeal of the Missouri compromise. The party was "against" the war for the Union, and when the clouds hung thickest

it met in Chicago, declared the war a fail-ure and demanded "an immediate cessation of hostilities. The party was "against" issuing the reenback, and then, after the green back

had served its purpose it was "against" curtailing the issue of the same, The party was "against" building the Union Pacific railroad, which was the first ink to connect the Atlantic with the

The party was "against" the homestead law, which gave homes to millions of people and caused the great West to blossom

The party was "against" the resumption of specie payment, and has opposed all inancial legislation enacted during the last thirty years. The party has always been "against" all

protective tariff laws. The party was "against" the admission of all the giorious new States that have come into the Union since the war. The party, in addition, was "against" Lincoln, Grant, Sherman, Sheridan, Garfield. Logan and other patriots whose

names are synonymous with patriotism, prosperity and glory. Of course the same party is "against" the world's fair appropriation. It would be unnatural for it to be anything else. The Democratic party has no use for collar or traces. All it needs is strong

Is Friday an Uniucky Day? Washington Post.

"britchin'.

Who shall say that Friday is an unlucky day! It was on Friday that Columbus set sail from Palos, Friday he first saw the new world, Friday e reached Palos on his return, the four hunredth anniversary of the discovery falls on Friday, and on Friday this country was christened after Americus Vespucius, the Florentine discoverer.—Omaha Bee.

It was on Friday that Congress passed the bill providing for the World's Columbian Exhibition; the bill was signed by the President on Friday; on Friday Congress determined in favor of Chicago as the place for holding the said exhibition; on riday the committee agreed to report the tve-million-loan bill to the House; on Friday the loan was incorporated in the sundry civil bill; on Friday the "Durborow bill" was introduced, amended so as to make a gift of \$2,500,000 to the exhibition instead of a loan of \$5,000,000; on Friday the gift bill passed both houses, and was signed by the President on Friday. Next!

A Call for Col. Watterson.

"Tell those protection Democrats, if you can find them." shouts blunt Henry Watterson, "that their room is better than their company. They are not Democrata at all. They are Republicans, and, if they be honest men, they will vote for Harrison. We don't want them." Cannot the gallant Henry be put upon the stump in Massachusetta! He would read out of the party four-fifths of the Democratic voters in this State.

Their Work.

Philadelphia Telegraph It is to be hoped that Senator Palmer and some of his associates in the Congress of the United States, who have been urging on the labor agitators and mistaken strikers the past two months, are taking this connection they have a very large share of personal responsibility, one that they will not easily be able to shake off.

Wants the Letters to Go On.

Boston Journal. We hope that the suggestion that paper and ink be withdrawn from Grover Cleveland, save for the writing of his letter of acceptance, until after the election, will not be acted un It is worth a good deal to have the present flood of slipshod, stupid and insane epistles continue un-